

Bear Facts

The Official Magazine of California Wing Civil Air Patrol

SUMMER 2008



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Col. Kenneth W. Parris
Wing Commander

Capt. Chris R. Storey
Director of Public Affairs,
Publisher

Capt. Paula Mangum
Deputy Director of Public Affairs,
Editor *Bear Facts*

Capt. Sam Seneviratne
Technical & Scientific Editor

Commander's Comments

By Colonel Kenneth W. Parris
Commander, California Wing



A New Way of Seeing CAP

It's hard to believe that it has been six months since assuming command of California Wing. However, looking back we can see what tremendous progress has been made by the Wing during this time. California Wing is well on its way to resuming its



rightful place as a leader among volunteer organizations in the United States and in Civil Air Patrol in particular. I am very proud to be your Wing Commander and look forward to meeting and working with each of you in the years ahead.

At the 2007 Wing Conference Banquet I offered the attendees a new way of seeing "C.A.P." Many of us who have been members for a decade or two have heard the old adage, "C.A.P. stands for Come And Pay" or "Come And Play". While this may be true to some degree, I would invite you to look at "C.A.P." in another way – Commitment, Accountability and Preparedness.

"Commitment" means our on going dedication to the three-fold mission of Civil Air

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ON THE COVER:

Cadet and Aviator meet at the "Six Shooter".
See story on page 3.

Cadet and Aviator Meet at the “Six Shooter”

*By Capt. Bruce Black, CC
Bear Valley Composite Squadron 6750*

Chuck Hall was busy pre-flying his P-51 Mustang, “The Six Shooter,” at the recent Riverside Air Show when Capt. Black of Bear Valley Composite Squadron 6750, on flight line duty at the show, spotted him. Black had a cadet in his squadron, C/SMSGt. Alexander Garland, who recently delivered an AE report to his fellow cadets on the North American P-51 Mustang

including a computer slide presentation on the Mustang’s early development and its use in World War II. What a perfect opportunity, Black thought, to get Garland and Hall to meet one another.

Chuck Hall is no stranger to aviation buffs and fans everywhere. He is a former Army helicopter pilot, having attained the rank of Chief Warrant Officer Two, a former test pilot, and retired



Pilot Chuck Hall shows Cadet Alexander Garland the controls of his P-51 Mustang. – Photo by Capt. Bruce Black

airline captain. He did what many youngsters only dream of. His early career was as a 19-year-old airline pilot who flew the North Pacific between Alaska and Japan. He graduated first in his class as an Army Aviator and spent his military career flying helicopters. He piloted Boeing 747’s, compiling over 30,000 hours. He worked for the Lockheed Aircraft Corporation as Chief Pilot on the L-1011 program. Currently he is very active in the civilian Warbird community and is qualified in many of the former military fighter aircraft in civilian inventory. As a member of the Air Force Heritage

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“Pride and Patriotism at Riverside” As the National Anthem was heard over the loud speaker, C/Garland and Pilot Chuck Hall render respect. – Photo by 1st Lt. Kevin Garland

From the Editor ~ ~ ~ ~ ~

Capt. Paula Mangum, Editor

I would like to first introduce myself—I am Capt. Paula Mangum. I am a native of California, but moved away to Washington State in 1985. I returned to California in early March of this year. While in Washington, I was on the CAP Washington Wing Staff as the Public Affairs Officer and Editor of their Wing magazine, the *Washington Evergreen Quarterly*.

Beginning with this issue, our Wing magazine has a new look and a new name that comes from California Wings past.

Editors of the California Wing Magazines

GOLDEN WING
Capt. A.O. Smith

CALIFORNIA WING CHRONICLES
Capt. Bill Cowman

BEAR FACTS
Maj. E.L. Dartanner
Maj. Barbara Abels
2nd Lt. David LePage
Lt. Col. Henry Covington
Capt. Wyn Selwyn

EAGLE CALL
Maj. Wyn Selwyn
Capt. Brian Stover
Capt. Gregory Solman

BEAR FACTS
Capt. Paula Mangum



Top row: *Golden Wing* (Jan-Feb 1969, Editor Capt. A.O. Smith), *Bear Facts* (May-Jun 1971, Maj. Lou Dartanner), *Bear Facts* (Winter 1982-83, Editor Capt. Barbara Abels).

Bottom row (left to right): *Bear Facts* (Summer 1990, Editor Capt. Wyn Selwyn), *California Wing Chronicles* (Summer 1994, Editor Lt. Col. Bill Cowman), *Eagle Call* (Summer 1998, Maj. Wyn Selwyn), *Eagle Call* (Winter 2008, Editor Capt. Gregory Solman).

Colonel Parris directed that the name be changed back to its original name, *Bear Facts*. With this name change, I would like to give you a brief history lesson on where our magazine names have come from through the years. The late 60's brought our members news from around the Wing under the title of *Golden Wing*, edited by Capt. A.O. Smith. The number of issues produced under this title is unclear – but it is certain that by the beginning of 1970 California Wing was without a publication. The Wing Commander Col. Howard Brookfield, wanted “a new look,

a new spirit, a new dedication” from the members of California Wing. These sentiments still hold true today.

In February of 1970, Maj. Lou Dartanner (retired), and Maj. Bruce Gordon (the man behind L-Tronics and the “Little L-per” that many of us have come to know and love over the years) began producing a newsletter for the Wing. The publication was printed on a ditto offset printing press that was set up at Squadron 131. It was printed on 8 ½ x 11 paper, in landscape format then collated and folded

Continued on page 35 . . .

Commander's Comments

Continued from page 1 . . .

Patrol; Emergency Services, Aerospace Education and the Cadet Program. It represents our embrace of our core values of Integrity, Volunteer Service, Excellence and Respect. Commitment reflects our sense of obligation to our fellow Californians, a pledge to be there in times of need and crisis. Commitment is our promise to support our fellow members in their desire to serve their community, state and nation. And looking at our cadets, commitment refers to our pledge to offer America's youth the finest leadership development program in the world.

"Accountability" reflects our obligation to our fellow Americans to ensure that we will care for and deploy the resources they provide to us in a manner that is beyond question or reproach. We must embrace this responsibility at all levels of the organization, ensuring we don't lose track of the equipment and other resources acquired for Civil Air Patrol by state and federal funds. Likewise, being good stewards of our member's dues is also as key accountability item for us. And we recognize our need to be responsible for incredible trust the parents of our cadets place in us to offer their most precious legacy – their children – a safe, fun, educational and rewarding experience as a Civil Air Patrol cadet.

"Preparedness" is testing our

Six Shooter

Continued from page 3 . . .

Flight Demonstration Team he participates regularly in air shows nation wide with his personal P-51 Mustang "The Six Shooter."

Hall graciously agreed to meet Alexander and arranged some time to give him a quick tour of the Mustang. Cadet Garland was thrilled at the opportunity to meet the genuine articles, both pilot and plane.

Like many Squadrons with an AE program 6750 encourages its cadets to take an active role. Field trips, such as a recent one to the Carrier Midway in San Diego, or working opportunities, with a chance to discuss flying with former pilots and the public at the March Field museum, after performing parking duties, and actually flying when opportunities arise, or just presenting AE classes in squadron settings provide endless horizons for our Cadets.

Mr. Hall invited Cadet Garland to sit in the cockpit. Wow! All of Alexander's AE experiences were paying off. They climbed onto the wing together, and Mr. Hall explained

how to fly the airplane while Alexander sat inside.

By now the buzz at the Riverside Air Show had amplified. Engrossed in all the instruments, levers, and dials in the cockpit and taking stock in every word Mr. Hall had to say C/SMSgt. Garland nevertheless immediately took notice of the unmistakable first bars of the playing of the national anthem. He remembered his responsibilities as a member of the Civil Air Patrol and said to Mr. Hall, "Excuse me Sir, but the National Anthem is playing. Mr. Hall replied, "Yes, of course." Alexander climbed out of the cockpit, onto the wing, promptly snapped to attention and presented his salute to our American Flag while Mr. Hall stood with his hand over his heart.

This is the kind of character and deportment by a cadet that makes this commander and any parent puff up with genuine pride in the CAP program and especially in its cadets.



ability to look into the future and readying ourselves and our organization for the missions of the future. What will our community, state and nation call upon us to do in the future? How can we prepare and utilize our resources to best support future needs in emergency services, homeland security, counter-drug operations, humanitarian missions, direct support to the Air Force, community education,

and youth leadership development? What do we need to do to be prepared to respond, no matter what the call for service may entail.

**"Commitment",
"Accountability" and
"Preparedness"**

– I invite you to share with me in a new way of seeing your Civil Air Patrol.

Semper Vigilans!



SAFETY

BY EXAMPLE

Safety is a Wing Effort

By Maj. Alex Kay, Director of Safety, California Wing

Most have heard the leadership adage, “There is no I in team.” However, a team is made up of a whole bunch of “I”s. Each is an individual and each individual needs to do their part to ensure that the team effort moves forward.

How does this apply to Safety in California Wing?

Each Wing member needs to look at the overall safety of the Wing as a team effort. It is the responsibility of every member to be aware of their situation, act in a safe manner and to encourage others around them to do so. If every member of the Wing will turn their thoughts to safety more often the Wing will move toward a higher level of safety consciousness. This change in thought translates into a change in the culture of California Wing as we move to a place where fewer accidents happen because risks were managed before an incident could occur.

Just like in any team, there are various members with the responsibility to guide the

safety program. Commanders at all levels are primarily responsible for the safety of their units. An additional responsibility they have is to appoint safety officers to facilitate the program as is set out in the national regulations as well as any supplements from the region and wing. These safety officers are also responsible for facilitating the safety program of their unit.

California Wing has put together a team to facilitate the Wing safety programs. Director Maj. Alex Kay has appointed a Deputy Safety Director in both the North and South parts of the state so that the groups and units have someone they can go to for immediate assistance who knows and understands the issues and individuals in those areas. Lt. Col. Phil Laisure and Maj. Paul Groff are always available to provide assistance. There is also a Wing Safety Officer, Lt. Maile Bloxsom, who provides support for the director at the Wing by monitoring

the CAPSafe program and putting together the quarterly safety bulletin.

Honestly, though, the job of Safety in California Wing cannot be done without the active participation and hard work of the group and squadron safety officers. They are the team members who actively interact with the individual members of the Wing providing timely, relevant information in the monthly safety briefings, providing support at activities and communicating with leadership to actively keep members safe as they perform the services that CAP provides.

Each member is an “I” in the Wing Safety Team. Every member can do something every day to promote safety at their work, at home or at any of their normal activities. Safety starts with each individual and when we all work together towards a safer environment, California Wing can become a strong example of safety in CAP.

The Counter Drug Program

By Ruth McKinney

The Counter Drug (CD) Program is an enigma in the Civil Air Patrol. It is not cadet oriented, it is not ES oriented and it is not AE oriented. So what is it, you might ask?

It may come as a surprise to some that all of the military services of the United States have a counter drug responsibility. Without going into details, each participates in the War on Drugs to varying degrees. In our role as the auxiliary of the Air Force, the Civil Air Patrol supports the AF in carrying out its responsibilities in this battle against illegal drugs in our country.

CAP provides air support to a number of law enforcement agencies in the fight against drugs: the Drug Enforcement Administration, the Border Patrol and the US Forest Service are the principal federal agencies supported. In addition, we support a large number of state and local law enforcement organizations: mostly county Sheriff's offices and city police departments. At the state level, our principal customer is the Office of Emergency Services, although we do occasionally support the Department of Justice.

What does CAP do in the CD program? Well, for openers we cannot go into much in the

way of details. The details are generally not for publication due to their sensitivity within the law enforcement community.



We generally provide aircraft for reconnaissance, the movement of personnel and equipment and for communications relay between law enforcement organizations. Suffice it to say that it is usually very interesting work and the members of the CD program generally feel that they are making an important contribution to the War on Drugs.

There are aspects of the CD program which are a bit different than the normal, run of the mill CAP activities. One, everyone who participates must undergo a screening by the major customers of our services. The DEA, the Customs Service and the Forest Service all screen every member of CAP who applies for the program. The screening is totally a law enforcement screening: it has nothing to do with whether or not you have

or have ever had a US government security clearance. As with just about everything in CAP, there is a form used for application to the program.

In this case, CAP Form 83 is used. Instructions on the completion of the form are contained in the CD section of the CAWG website. The form is submitted to the CD Officer, who signs it and forwards it to the Wing Commander. Once he has signed it, it goes to National for initial screening and then it goes to the

screening site, where each of our major customers gives it whatever scrutiny that they use. Since the screening is done on a "time available" basis, it usually takes quite a bit of time to complete. Currently, the time for screening runs from six weeks to more than one year. CAP has absolutely no control over how long the screening takes. Keep in mind that the screening results in either approval for participation in the program or a rejection. Reasons for any rejections are never provided.

Keep in mind that you must have been a Senior Member in CAP for two years before you can apply for the program. You do not need the recommendation of your unit commander or any other person in CAP. You should be a Mission Pilot, a Mission

Continued...

California Wing Inspector General

*Craig Gallagher, Maj. CAP,
California Wing, Inspector General
949-285-7858 / ig@cawg.cap.gov*



The Inspector General's office is responsible for seeing that all 74 units within California are inspected at least once every three years and that each unit does a Self-Assessment in those years that they are not inspected (See CAPR 123-3). One of my responsibilities is to gather and maintain a file of the most recent Inspection and Self-Assessment reports. We are working hard to resolve some serious issues with getting all the reports submitted and most of CAWG is doing a good job.

The other responsibility of this office is to process complaints. As complaints are submitted (See CAPR 123-2 for the explanation of the process) they trigger the first of ten possible steps:

Contact: In this step we acknowledge receipt of the complaint, notify the subject's commander and maintain confidentiality. We do not acknowledge anonymous complaints.

If a complaint alleges Sexual Abuse or Criminal Conduct then CAP General Counsel (Currently Col. Gordon Odell) is immediately notified and he has the authority and responsibility to decide if the complaint is to be investigated and if so, by whom.

If a complaint alleges Discrimination then it is immediately referred to the Equal Opportunity Officer (currently for CAP/IG Col. Bill Charles).

If a complaint is against a senior level AP official (Wing Commander, Region Commander, and other national officers) it is given to the CAP/IG at NHQ.

Any CAP member or parent/legal guardian of a CAP cadet may file a complaint and any California Wing member may call or email me to discuss any issue within CAWG with full confidentiality.

Counter Drug Program

Continued . . .

Scanner or a Mission Observer. Those are the only CAP functions that can normally be used in the CD program. The applicable regulation which governs the CD program is CAP Reg 60-6. If you are a member of the CD program, you are expected to spend at least 20 hours per year on the program.

Typically, we fly a crew of one Mission Pilot and a Scanner

or Observer. In many cases, the law enforcement agency that we are supporting will send a Law Enforcement Officer with us. Normally, we fly in some CAP uniform or other, but are authorized to wear civilian clothes if requested by our customer.

To give you an appreciation of just how active the CD program really is, consider the following. There are approximately

325 members in CAWG who are currently participating in the program. There are wings in CAP with fewer members. CAWG's program is one of the largest in the nation and one of the most active. In FY 07, CAWG members flew almost 2300 hours in the CD program. That amounts to just about 30 percent of the flying done in CAWG for that Fiscal Year.





*By Michael Prusak, Lt. Col. USAF (ret),
USAF State Director
California Wing
Civil Air Patrol*

Bird's Eye View

The State Director's office's principle function is to provide guidance and USAF oversight to CAP. I continue to reiterate that we do everything we can to ensure CAWG succeeds in achieving its goals. Since CAWG is so large, I depend on the USAF Reservists to do a lot of the leg-work for me. Most of you have seen these folks show up at unit meetings. They are there for a number of reasons. Principally, based on CAP criteria, they check out the health of the unit. They look at areas like logistics, cadet programs, ES programs, pilot records, etc. They are not there to "evaluate", they are there to provide staff assistance and guidance. They are there also to answer questions or at least provide me with those question/problems that I may be able to resolve or work with your Wing Commander to resolve. The only thing I ask is that I immediately be made aware of serious safety issues.

Most of these reservists come from military aviation backgrounds. I can't think of any better source of instructors to teach some of the aerospace education blocks. Feel free to ask them to do so. If you don't have a reservist who regularly attends your meetings...contact

me with your request and I'll make it happen. Use them to evaluate/judge unit and group drill competition. Ask them to help you get military facilities to have these drill competitions. Have them give a talk on their military experiences. Cadets eat that stuff up.

Most importantly they represent the Air Force and me in helping you succeed with your goals.

I'd like to talk a little about flying training/proficiency. Do not wait for USAF funded SAREX's to get instrument and landing currencies. CAWG flies thousands of hours in support of SAR and CD missions. I encourage you to take advantage of this flying to brush up on your currencies. When you finish any of these missions, do it with an instrument approach or a no flap landing or any other "different" approach. Take advantage of, but don't abuse these funded missions. An extra .3hour should be sufficient. Fly Safe!

As a final comment, I wish to salute you all for the tireless work you do for this great organization. Please drop me a line at prusakmi@earthlink.net if there is anything that I or my many reservists can do to help you achieve your CAP goals.



L to R 1st Lt. John Watt, commander Sq. 126, Redding talking with Maj. Jan Ostrat, part of the AIC team.



L to R Colonel Kenneth Parris, CAWG Commander, Maj. Jan Ostrat, Maj. Mitch Richman, AIC, talking about the progress on some of the tasks.

California Wing Executes a State Wide Guided Training Exercise

By Maj. JuanTinnirello, PAO, Amelia Earhart Senior Squadron 188

All photos by Maj. Juan Tinnirello

The entire State of California was on alert during a Guided Training Exercise that took place on 12 March through 25 March, 2008. The exercise was conceived on the idea that Southern California had suffered a catastrophic earthquake of magnitude 7.0 on the Richter scale and the Office of Emergency

Services (OES) was requesting assistance from the California Wing (CAWG) of the Civil Air Patrol under section 8.b of the Memorandum of Understanding (Disaster Mitigation & Relief (DR) Operation). The area of potential tasking was centered on Imperial County, Eastern San Diego County, Southeastern

Riverside County and Southern San Bernardino County.

Due to the location of the disaster, OES set up a simulated Emergency Operations Center (EOC) at Santa Maria airport and requested CAWG establish alternate communication between Cable and Santa Maria using any available CAP radio assets. Santa Maria was equipped with HF and VHF band radios.

OES coordinated with Air Force National Security Emergency Preparedness (AFNSEP) and Federal Emergency Management Agency (FEMA) to allow CAWG to provide assistance with damage assessment and

Continued . . .



Interior of the OES van with radios as well as Satellite phone equipment capable of reaching the whole state of California.



L to R, 1st Lt. Raymond Woo Sq. 10, explains all the good information available in the lap top to Capt. Steven Renwick (former Commander Sq. 10) Maj. Kevin McDowell (Group 2 Commander) and Maj. Wayne Stuart of Pacific Region.

Training Exercise

Continued . . .

transport missions for FEMA and other agencies personnel.

To assist in this task a central operation was based at the Reid Hillview airport in the San Jose area with an Area Incident Commander (AIC). OES provided a truck fully equipped with radios that was used by the AIC team as their headquarters. Also, two separate bases where open,

one in Reid Hillview airport and another one, in Hemet airport. Both bases had their own IC and both reported to the AIC.

Due to the large area of the simulated disaster, aircrews and ground teams were not only tasked from the bases but also remotely. However, during the first two days of the exercise the weather did not cooperate, so several tasks had to be postponed until the weather improved.

Aerial photography as well as transportation of emergency personnel was executed. During the exercise we were also tasked with the routine missions such as a lost aircraft and ELT missions. All of them where handled by UDF teams and A/C professionally and swiftly.

The OES provided a van with equipment that had direct communication via Satellite between Nor Cal and So Cal bases.

Continued . . .



One of the several briefing meeting in the AIC truck. Standing L to R USAF overseer Jim Nakauchi, Capt. James Anthony, Sq. 44, 1st Lt. John Watts, commander Sq. 126 Redding, Seated, L to R overseer Major David Rudawitz, DC Oregon, Lt. Col. Ken Calvert NHQ and Maj. Dana Kirsch Ray, commander Sq. 10.



Mr. Ron Susztar, OES Communication van driver explains to Maj. Juan Tinnirello, Sq. 188 PAO, the different types of equipment the van has and all the capabilities.




State of California OES provided a truck with satellite phone and radio communication to southern Cal. The truck on the left house the AIC and team. The truck on the right provided the link via satellite.

Training Exercise

Continued . . .

Several events were introduced to test the ability and preparedness of the base personnel to handle incidents. For instance, a “nosey reporter” called the Nor Cal base requesting information from the Area Incident Commander about the disappearance of a person from a “downed aircraft”. The MIO responded to that call as if it was a “real” reporter and the evaluating team gave the MIO a good grade for the professional manner the incident was handled. Another instance the USAF team informed the AIC that power was lost. In a very short time a portable generator as well as a trailer generator was started and the power disruption eliminated. The radio communication personnel switched to handheld radios with portable antennas to maintain communication without disruption.

Mr. Dan Ryan, Deputy Alternate Command Staff (ACS) Officer, Coastal Region of the OES as well as volunteers of the Solano County Sheriff Department Communication participated in the Nor Cal base.

The USAF evaluating team in their official report to CAP CAWG states that overall the Wing performed well in the tasks given. Several positions were listed as Outstanding, among them the Communication Unit Leader, Operation Section Chief and a Ground Team. As this was a training exercise, there are some areas that can be improved. But overall, congratulations on a job well done! 

Cadet Flies First Solo Flight

By Lt. Col. Jo Stys, NFA Public Affairs Officer



C/Maj. Michael O'Kelley receives solo wings from Capt. John Thompson.



Flight Instructor Capt. John Thompson cuts C/Maj. Michael O'Kelley's solo tie.

During a week long training at the Civil Air Patrol National Flight Academy in Oshkosh, Wisconsin C/Maj. Michael O'Kelley made his first flight alone at the controls of a Civil Air Patrol Cessna 172. He flew his solo flight from Whitman airport.

Cadet O'Kelley was one of a class of seventeen student pilots at the flight academy. Ground and flight instruction with certified flight instructors prepared the students to take the controls of the aircraft and fly alone for their first solo flight. Cadet O'Kelley's flight instructor was Capt. John Thompson.

O'Kelley is the son of Patrick and Sharon O'Kelley of Santa Clarita, California where he is a member of the Titans Squadron. He is a former Cadet Commander of the squadron and is headed for the Air Force Academy following the National Flight Academy.



The flight crew of "910 Charlie Pop" (l to r): C/2nd Lt. Button, C/Lt. Col. Troy Odierno, C/Maj. Michael O'Kelley, and Flight Instructor Capt. John Thompson.

In Memory

A Memorial Service was held for **Major Phelps Terheun**, on May 24th at the Saint Michael's Church in Ridgecrest, California. He passed away May 17th after suffering a major heart attack. Major Terheun was on the California Wing Communications Staff, and held the call sign Yosemite 23.

Colonel Jack Ferman (Former California Wing Commander) passed away on May 9, 2008. Col. Ferman and his wife Florence (who passed away last year) contributed \$10,000 a year to one male and one female cadet in California Wing through the Jack Ferman Foundation.

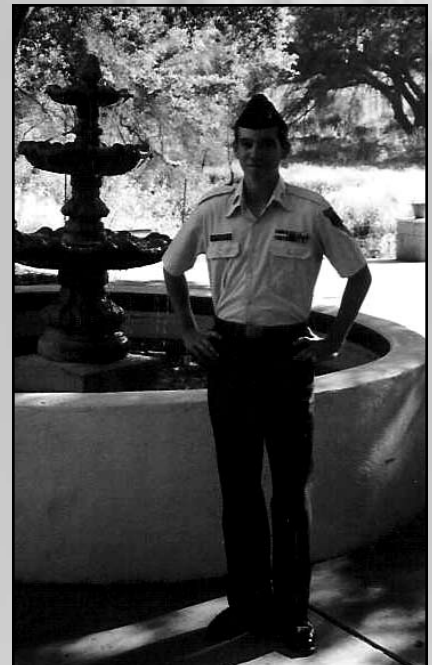
In Memory of Cadet Second Lieutenant Bobby A. Coeur

16 April 1989 – 15 March 2008

A memorial service was held at Grace Community Church in Ramona, CA on Saturday, March 22, 2008 for Cadet Second Lieutenant Bobby A. Coeur who was a member of San Diego Cadet Squadron 144. Bobby and two of his friends were involved in a car accident on March 15th in which Bobby suffered

fatal injuries. Though his two friends suffered injuries, they both survived. The service was led by the minister of Grace Community Church, Rev. Paul Nelson on a beautiful Saturday afternoon with clear skies and the sun warming the Ramona Valley.

Pastor Paul Nelson started the service with a prayer and told the people his staff planned for 200 in attendance. As the service began, extra chairs were being set up inside the sanctuary and outside in the courtyard, approximately 400 people were in attendance! This clearly indicated that Bobby had a lot of friends. The service continued with Bobby's Uncle and Aunt from Michigan saying a few words



Bobby was an outstanding cadet officer.

about their life experiences with him. His parents Bob and Marolyn spoke about his life and Marolyn requested that his young friends look at Bobby's life and let him "lead their lives" in a positive way. The minister spoke about Bobby and that he is in a much better place, i.e.,

Continued . . .



Bobby played baseball for Palomar College. His number '99' has been retired.

In Memory

Continued . . .

in the presence of God. He also spoke of God's salvation and everyone's life journey citing many Bible scriptures bringing many of us comfort.

After Pastor Nelson completed his sermon, he opened up the rest of the service to those who desired to say a few words about Bobby. Twenty-six people stood up to speak, each one sincerely speaking from their heart. The overall summary of most was that Bobby was able to make people laugh and comfort them in their pain.

Among those that spoke was Maj. Daryl Newton, former Commander of Squadron 144 who said that it was an honor to be included in a remembrance of a special young man. He recalled humorous moments, and the time when Bobby first sought out membership in CAP. He said that he wished he had something meaningful to say to ease the pain for the immediate family, but said that only God's word seemed the only suitable conclusion and he quoted Romans 8:1.

C/2nd Lt. Peter Kler, Current Cadet Commander of Squadron 144, remembered Bobby's love for popcorn and knowledge.

C/2nd Lt. Joseph Connolly, Former Cadet Commander of Squadron 144, remembered the long commute from Ramona to the squadron meeting every week that Bobby

had and spoke of the level of dedication he showed.

C/2nd Lt. Chandra Murphy, former Bravo Flight Commander for Squadron 144, spoke of the respect that she had for Bobby as a CAP Cadet Officer. She said that he was one of the most amazing officers she had ever met.

During his five years as a CAP Cadet, Bobby accomplished much and participated in many activities: Basic Cadet School (highest test score) - Airman Training School (Honor Cadet) - Non-Commissioned Officer School (best speaking presentation) - Advanced Communication User Training Course - Wings Over Gillespie Air Show Staff (2004 & 2005) - BCS/ATS Staff (2004) - Calif. Wing Encampment (2005) - CPR/AED Certified (2005) - Air National Guard Field Training Exercise (2003, 2004 & 2005) - served as Flight Sgt, 1st Sgt, Flight Cmdr, & Cadet Commander - Cadet Advisory Council Rep to Group 7 - Wright Brothers Award (2005) - Billy Mitchell Award (2006). He was also the CAWG Non-Commissioned Officer of the Year for 2006.

Outside of CAP, Bobby's life was filled with competitive activities. Baseball was one of Bobby's favorite sports. He started off very early in life as a left fielder and excellent batter. Once Bobby told one of

his Palomar College baseball teammates that he was going to hit a homerun – and he did! The baseball coach stated that his shirt number 99 would be retired with no one assigned that number in the future.

Bobby was home schooled from 6th grade on through various Christian home study programs. On June 1, 2007 he graduated from Christian Life Academy High School along with eleven other students. Bobby excelled in math and science and wanted to study chemical engineering in college. At the time of his untimely passing, he was a student at Palomar College waiting for acceptance to Cal Poly CSU for the fall 2008 semester.

Bobby was also a Boy Scout and received his Eagle Scout badge in June 2007. This was quite a feat, juggling Boy Scouts and CAP. His Scout Master mentioned that when it was time for his first review board, his Boy Scout uniform was impeccable and he attributed this to Bobby's involvement in CAP.

Bobby had a positive impact on each person he met. The stories of his compassion and helpfulness to others could fill pages upon pages of print. His parents completely supported CAP and he will be dearly missed by everyone who had the privilege of meeting and knowing him as his friend.



Let Us Never Forget A Place of Honor for our POW/MIA's

*Submitted by Ron Butts, China Post #1,
Director of Operations, CAWG*

As the planning for our various banquets is well under way I thought I might suggest something that is some times missing from our venue.

As one of the Vice Commanders of the Largest American Post in the world, China Post #1, I would like to offer up the following suggestion.

The table set for one, in a place of honor near the head table. This table is to remind all of us of our POW's and MIA's.

The following is the procedure to set up the table.

A small table with white tablecloth, setting for one. The wine glass inverted. On the plate a slice of lemon and salt sprinkled on the plate. A single red rose in a vase with a yellow ribbon.

A single candle. And a miniature American Flag with a Miniature MIA/POW flag.

The following is to be read or recited by the MC/ Chaplain.

"We call your attention to this small table, which occupies a place of dignity and honor near the head table. It is set for one, symbolizing the fact that members of our armed forces are missing from our ranks. They are referred to as POW's and MIA's.

We call them comrades.

They are unable to be with their loved ones and families tonight, so we join together to pay our humble tribute to them, and bear witness to their continued absence.

This table, set for one, is small, symbolizing the frailty of one prisoner, alone against his or her suppressors.

The tablecloth is white, symbolic of the purity of their intentions to respond to their country's call to arms.

The single red rose in the vase signifies the blood they may have shed in sacrifice to ensure the freedom of our beloved United States of America. This rose also reminds us of the family and friends of our missing comrades who keep the faith, while awaiting their return.

The yellow ribbon on the vase represents the yellow ribbons worn on the lapels of the thousands who demand, with unyielding determination, a proper accounting of our comrades who are not among us tonight.

A slice of lemon on the plate

reminds us of their bitter fate. The salt sprinkled on the plate reminds us of the countless fallen tears of families as they wait.

The glass is inverted. They cannot toast with us this night. The chair is empty. They are not here.

The candle is reminiscent of the light of hope, which lives in our hearts to illuminate their way home, away from their captors, to the open arms of a grateful nation.

Let us pray to the supreme commander that all of our comrades will soon be back within our ranks.

Let us remember and never forget their sacrifices. May God forever watch over them and protect them and their families.

There are still 78,000 missing from World War II, 8,100 from the Korean War, 1,800 from the Vietnam War, 120 from the Cold War and one from the Gulf War.

As of this date about six MIAs a month are being identified and returned to US soil.

Let us not forget.

"These Things We Do That Others May Live"

California CAP trains at Vandenberg

By SSgt. Benjamin Rojek, 30th Space Wing Public Affairs

More than 100 Cadets from across the state converged on Vandenberg to attend the Basic Cadet School and Airman Training School in April. The basic school is an introductory course for cadets, while the Airman Training School is for cadets who have progressed in the program. Both are meant to teach cadets about the CAP and its place in their community, state and nation. Staying in “barracks” at the Vandenberg Center, the cadets had their days filled with classes and drill practice. After PT at 5:40 a.m., they attended lectures on customs and courtesies, proper uniform wear and an introduction to aerospace education. The intense schedule is a big change for the cadets, compared to their regular squadron meetings. “In regular squadron meetings you have formations and then classes,” said Rebekah Shea, a cadet master sergeant with CAP Squadron 144 in San Diego. “Every single minute of the day

for the cadets is planned out on a schedule.” One class cadets found to be most beneficial was the teamwork course. Different exercises force the cadets to work together, with one of the cadets being put in charge. This gives each cadet a chance to lead and to follow. Successfully completing the exercise as a team builds camaraderie and helps them overcome tougher challenges later on. “It’s something they can fall back on,” Shea said. “They might say, ‘Hey, we’ve done really bad today, but we did something really great as a team before.’” Classes like this also instill a sense of discipline in the cadets, something lacking in some youth



Cadet Senior Airman Vincent Wood clips strings off Cadet Airman 1st Class Reece Coulter's uniform during Airman Training School on April 6, 2008. U.S. Air Force photo/Airman 1st Class Christian Thomas.

today, said Andrew Flannigan, a cadet airman 1st class. “I like being in an atmosphere with people who know what needs to be done and do it; they take initiative,” Flannigan said. “I like the discipline.” Developing skills such as leadership, followership and good discipline is meant to help the cadets become more productive members of not only their CAP squadron, but also in society as they become young adults. Cadets say these lessons definitely help them grow. “I learn more about myself every time I come to these activities,” Shea said. “I’m going away with a whole lot more knowledge than I came in with.”



Cadets practice marching while attending Basic Cadet School on April 6, 2008. U.S. Air Force photo/Airman 1st Class Christian Thomas.



Pictures taken by Cadet Sponsor William "Mack" McFarland with Squadron 144 in San Diego.

CAP Participation Exceeds All Expectations for March Air Fest 2008

*By 2nd Lt. Robert Harris, PAO, Sq. 45
MARB, GP 3, CAWG*

For 160 cadets and 54 senior Civil Air Patrol members, the March Air Fest 2008, "Thunder over the Empire," was an outstanding success on all levels. The two day event held May 3-4, 2008 at March Air Reserve Base (MARB) drew just under 400,000 spectators for two days of family fun, sunshine and lots of airplanes including demonstrations by the world famous Thunderbirds, America's

ambassadors in blue.

Our primary mission was to provide assistance to MARB Security forces in the parking lots and the show entrances. Cadets were assigned the parking detail with Senior Officers supervising. Their main task was to insure efficient traffic flow into the parking lot and to make sure the cars were evenly parked and spaced properly. We are still receiving compliments

on how efficiently the cadets did their job. Senior members assisted the security forces at the show entrance by pre-screening visitors for obvious contraband items, and to informing them as to what they could and could not take in to the air show. The Air Force security actually dealt with screening and confiscation of prohibited items.

Recruiting was the second mission, and according to Project Officer, Lt. Col. Jessica Black, Deputy Commander of Group 3 and Capt. David Goude, Sq 45, Commander and Co-Project Officer, it was very successful. "At our booth we passed out a little over 2,000 brochures and about 1,000 'Volunteer' magazines, the official magazine published bi-monthly by National





Headquarters” said Goude.

“It’s hard to tell how we did on the recruiting right at first,” said Black. “It’s one of those intangibles that take time. People take the information and some will inquire right away, some will spend six months just thinking about the information and others will never do anything at all. We know that we talked with hundreds of people who

stopped by the booth and asked about Civil Air Patrol This year there were a number of 10 to 12 year olds that took information away. Goude said that he has had ten cadets come to squadron

45 meetings and two cadets have checked with Squadron 29, in just one week as well as a number of seniors inquiring about the CAP programs. Information

Continued . . .



March Air Fest

Continued . . .

was given out about any squadron in the Wing as well as across the country.

Another important aspect of the recruiting booth was the presence of Sq 5's Cessna 182 Glass Cockpit and Sq 11's Ground team vehicle. Senior members were they're answering questions and talking to interested visitors. "We wanted to present as much of the CAP program as we could, and having these two assets there, along with the senior officers was just the touch we needed."

The third mission for this event was fundraising. By selling programs we were able to cover the cost of feeding all 213 participants, as well as any security force members in the area.

"The cadets selling the programs really made an impression on the program vendors. Two years ago we sold out of programs, and this year we sold over 4000. They even invited us to travel to Nellis and Luke AFB to sell programs again for them", said Goude. Civil Air Patrol was also involved in two food booths, selling BBQ chicken sandwiches and Ice cream. Monies left over after the costs were covered from all fundraising are being distributed between the 32 participating squadrons.

"Six months of planning at Group 3 went into the operation," said Black. "We had to meet regularly and often to accomplish the job." Black said that the reason that CAP was so successful this year was the training of its members and the organizational plan. "We spent

the better part of three months selecting the key leadership [for] both senior[s] and cadets."


The goal of Group 3's planning group for March Air Fest was 200 people and the goal was met and exceeded. "In the later planning stages of the event, there were 32 Squadrons involved," said Black. Every one of those squadrons played an important role, but the two primary planning squadrons were Squadron 45 and 29." There was excellent leadership both at the senior officer level and at the cadet leadership level. The leadership and teamwork are the keys to any mission according to Goude.

Among those selected to man specific event and venues were: 2nd Lt. Eithne Doyle, Sq 45, Admin. Officer, Captain Elizabeth Goude, Sq 45, recruiting and information booth; Captain Doug Giles, Sq 29, parking teams; Captain Lisa Giles, Sq. 29, program sales and finances; Captain Bruce Black, Sq. 6730, senior security team leader; 1st Lt. Tom Olsen, Group 3, base camp and communications; and 1st Lt. Carrie Olson, Group 3, meals and food preparation and Major Cathy Neubauer, Sq. 45, fund raising booth. Captain Mary Severance, Sq. 16, was the medical officer, and Major John Finley, Sq 25, was the safety officer. During the planning stage, Cadet Major James Clark was in charge of organizing the cadet programs and Cadet Major Jacob Burse was his deputy.

On Friday May 2nd, Senior

officers and cadets started to arrive and by that evening, hangar #452 was bulging with participants filled with excitement and anticipation of the weekend's activities. They represented 30 squadrons with all seven groups from the California Wing (CAWG) and two squadrons from Nevada. The 213 fully equipped CAP members began the task of setting up the hangar as living quarters for the event. More than 200 cots and a chow line needed to be organized before the next day's air show event.

Cadets and air shows always go together, but March Air Fest 2008 is a show unto itself. "Because this was a military air show, which is very different from other air shows," Black suggested, "and because of the level of participation we have here at March we were able to show the strength of Civil Air Patrol. So, approximately half of the squadrons in the state participated plus the two squadrons from Nellis Air Force Base." We even had enough people there to send a force to help with parking and events over at March Air Museum."

An event this large doesn't just happen; it takes an enormous amount of time, commitment and teamwork. We planned for a great event, and we were challenged by problems that would crop up, but because proper planning was done and commitment was total and teamwork always kicked in, the event was for us, outstanding. 

Civil Air Patrol Cadets Perform with Air Force Band

*Samuel M. Huestis, Capt., Deputy Commander for Cadets
Camarillo Composite Squadron 61*

Cadets Colin Delaney and Frank Sefton with the Camarillo Composite Squadron 61 made their first guest appearance with the 562nd Air Force Band at the Moorpark College Performing Arts Center recently. The concert also featured the college Wind and Chamber Ensembles along with the Air Force Band.

C/SSgt. Delaney is a junior at Ventura High School, where he plays trumpet with the school band. He also serves on the Squadron 61 cadet staff. C/

Amn. Sefton plays tuba with the Los Cerritos (Thousand Oaks) Middle School Advanced Band. He has also played with the Conejo Valley Youth Orchestra, California Band Directors Association Junior High All-State Honors Band, and the Ventura County Honors Band, where he has been first-chair tuba the last three years.

"It is a tremendous honor for these cadets to play with a military band," said Captain Sam Huestis, Squadron 61's

Deputy Commander for Cadets. "We are grateful to conductor Major Eric Patterson and the entire band for taking the cadets under their wing."

The young musicians were scheduled for a second guest appearance on Memorial Day, May 26, at Libby Bowl in Ojai, and were joined by one of Squadron 61's cadet Color Guard units. The unit first appeared with the band at the Reagan Library last Veterans Day.

From the Editor

Continued from page 5 . . .


in half to produce a half-sheet size newsletter. The first issue did not have a name, but called for members to submit names for the new publication. Several drawings were included for the members to choose from, or they could submit one of their own original drawings. The name was to be "short, "catchy" and in good taste to carry out California Wing's theme of "professionalism." 72 entries were submitted with only three duplications. This theme too still holds true.

The April-May 1970 issue was the first **Bear Facts**. The logo had not been finalized however it would eventually become the Wing patch that we wear

today. The member that submitted the winning entry, Capt. Earl Johnson, was from Salinas Group 10. His prize, in addition to having his name chosen for the new magazine, was a fully paid registration package for the 1970 Wing Conference, valued at \$13.50, as well as an 8 x 10 color photograph of the Earth taken by Apollo Astronauts. The use of Bear was a tie-in to California Wing using Bear as part of our radio call signs as many of you may remember. In August of 1970, Marilyn Rogers of San Diego took over as the editor of the magazine when Maj. Dartanner took a position at Wing however, she continued

printing the magazine for a few more months.

The magazine continued under the **Bear Facts** masthead until the early 1990's when the California Wing radio call sign was changed to Eagle. The magazine name was then changed to **Eagle Call**. The Air Force soon recalled the call sign Eagle however the magazine retained the title **Eagle Call**.

So, with this issue, we return to our roots – I have returned to California, and the magazine has returned to **Bear Facts**. 

Details, details and more details

By Philip Blank, Sq. 188

This is an account of one pilot's experience in actually creating change in the system and understanding that things may not always be what they seem.

On the surface of things, ILS approaches are always a welcome site for a pilot after a long day of IFR. They provide the warm glow of having both vertical and horizontal guidance and with 1000 foot ceilings, shooting an ILS is a relatively easy and straight forward task. However, some ILS' are not quite what they seem to be. This is the story of one of them.

Jim had just taken his instrument checkride and the FAA designated examiner had him execute the ILS Runway 2 approach into Sacramento Executive. Jim received the following instruction from the examiner, "Proceed direct to Sacramento VOR and hold as published". Jim executed the instruction and held entering the holding pattern the way he thought it was depicted on the chart. The examiner agreed that Jim executed the correct entry. Jim got the 'you are cleared for the approach' from the examiner and continued to a successful conclusion of his instrument checkride.

The next morning, in the pilot's lounge, Jim, the now 'seasoned' instrument pilot was telling story of the triumph of his checkride. After a few minutes, one of the older instructors looked at him quizzically and

said "Jim, how exactly did you hold at the VOR when there is no holding pattern depicted there?" The room fell silent as many of the pilots in the room trained in the Sacramento area and were convinced that there was a holding pattern at the VOR. Thus began a very detailed examination of what turned out to be a surprisingly odd approach.

"If you are north of the approach and are cleared to the VOR to hold, there is no 'hold as published'" said Mike a grizzled veteran of days that go back to radio ranges. Sure, you can hold at the VOR but you better ask ATC for some holding instructions 'cause there sure ain't any on this approach". A really close examination of the approach showed that the hold is at the LOM and not at the VOR as almost everyone in the room had assumed.

"But what about the missed approach" said Mark a mid-time flight instructor. It says that you can fly to the 'SAC VORTAC or Execc LOM and hold'. Doesn't that indicate that you can hold at the VOR?" Mike leaned back in his chair and with a knowledgeable grin asked..."sure, its pretty clear to me that the hold at the LOM is as depicted but, you know, there is no hold at the VOR so what holding pattern would you use?" This really started an argument amongst the flight instructors. NACO charts and Jeppesen charts were flying around the room. No one had a really good answer to Mike's

simple question. Everyone's brains were starting to hurt as they began to realize that the approach that they thought they knew so well and trained on everyday was perhaps not that well known.

"Why don't we get the 8260 from the FAA and see what that says" Mike suggested. "What the heck is an 8260?" asked one of the more junior instructors. Mike explained: "The 8260 is the official FAA guidance for all instrument procedures. It is really a TERPS form and there is one of these for each instrument approach in the U.S. There are even 8260's for intersections. If you really want to understand how an approach is constructed, look at the 8260. In fact, you may not realize that Jeppesen constructs its charts based on the information contained in the 8260 form. NACO charts are produced the same way. So when there is a question about what is on the approach plate, the real answer is to be found in the 8260."

At this point, Jim, our newly minted instrument pilot was beginning to feel like he really wasn't much of an instrument pilot after all. He realized that he had a lot to learn about instrument flying and he was questioning his own ability to even read the charts correctly. "But the examiner had me fly it", he offered weakly. Mike just glared at him and Jim realized

Continued...

Details, details

Continued . . .

that he was on shaky ground. Jim volunteered to get a copy of the 8260 and to start calling around to see if he could learn more about the approach that he thought he knew so well.

Jim closely examined the approach and suddenly noticed another odd thing. COUPS intersection, the initial approach fix, caught his eye. The course from COUPS to the LOM was the 015 degree bearing but the inbound course of the localizer was 016. Jim knew that he was not really capable of flying to that degree of accuracy but why the difference? Why wouldn't the COUPS intersection have the same inbound course as the localizer. The depiction on the NACO charts seems to 'imply' that COUPS was on the localizer, after all, the fantail had COUPS right in the middle of it.

Jim suddenly realized that the definition of COUPS appeared to be to the LOM and not part of the localizer...but yet, this approach does not require an ADF. He had himself flown COUPS tracking the localizer so he knew that it 'worked'. But if you couldn't use the localizer, how in the world do you navigate from COUPS to the LOM without an ADF? It was definitely time to call the FSDO.

The next day, Jim called the FSDO. He got the operations inspector on the phone who was extremely helpful but really did not know the answers. He did not know why the approach was depicted the way it was and why an ADF was not required. He

referred our intrepid explorer to the Flight Inspection office in Sacramento. The flight inspection office in Sacramento did not know the answers either BUT they did have a copy of this magical 8260 which they offered to fax to Jim. Jim thought that with the 8260, he might be able to make sense out of an approach that he thought he knew so well.


Sure enough the 8260 was very clear. To fly from COUPS to the LOM, an ADF was technically required. A call back to the Flight Inspection office helped clarify another important piece of data. On the missed approach section of the 8260, there is a section labeled 'Additional Flight Data'. Guess what, in that section was the key for holding at the VOR on the miss. It gave the information that is not depicted on the chart which is 'Hold S, RT, 016 inbound.'. Jim felt like he had struck pay dirt and would soon be able to really explain this approach to Mike.

There was one more step to take to resolve the final question on this approach. What about the ADF? After several calls, Jim found himself on the phone with the Approach Standards Office in Oklahoma City. After explaining his questions, the office agreed with Jim. An ADF is required for this approach and it should have been specified all along. They had no idea why the approach did not carry this label. Interestingly enough, the 8260 was created in 1983. No one since that time had thought to really take a close look at this approach or even question

its construction.

The next weekend, Jim proudly entered the pilots lounge and displayed his new found knowledge. Jim brought with him the 8260 as well as the details about how the approach was constructed and the information about COUPS intersection. He even was able to explain that the route from the SAC VOR to the LOM was actually a terminal route. A poorly constructed one, no doubt, but there just the same. Clearly now, Jim was the master of this particular approach rather than the other way around.

Jim also had with him the copy of the NOTAM that had been issued which now requires an ADF for the ILS. Some of the pilots moaned "What, I need an ADF to shoot this approach, that is crazy, I have been doing it for years without one," protested one flight instructor. Jim simply said, "well, maybe, but it isn't right". At that moment, the pilots had a new found respect for Jim and his knowledge and understanding of how the system works and what it takes to change it.

For the first time since the beginning of this story Mike smiled. He simply said, "Nice job...never assume anything about an approach based on what everyone else does or says...even an examiner. Examine each approach carefully and fully. Question everything and anything. Take nothing for granted. That is the first step towards a long and successful career as an instrument pilot. Now, let me explain how radio ranges work....:" 



Cadets and senior members from Auburn Composite Squadron 92 and Eugene L. Carnahan Cadet Squadron 85 pose with their Coast Guard flight crew after their two-hour HC-130 flight.
 ~ Photo by 1st Lt. William Wetzel

Carnahan Cadet Members Ride with Coast Guard

*2nd Lt. Aaron P. Yanagihara, Public Affairs Officer,
Eugene L. Carnahan Cadet Squadron 85*

A pair of California Wing squadrons got a rare opportunity recently to fly with the U.S. Coast Guard aboard a HC-130, the aircraft the Coast Guard uses for its own rescue and recovery missions. In all, 13 cadets and six senior members from Auburn Composite Squadron 92 and Eugene L. Carnahan Cadet Squadron 85 were aloft for two hours, taking in breathtaking sights from the skies above California and Nevada, flying over and through

the Yosemite Valley, the Sierra Mountains and Lake Tahoe. In addition, the pilots altered their flight plan to take the HC-130 over both squadrons' headquarters so their passengers could get a bird's eye view of their own meeting places. The aircraft was temporarily outfitted with airline-style seating, which safely secured the Civil Air Patrol members during takeoff and landing. Once safely airborne, they were free to roam throughout the aircraft, taking in the sights

through the cabin windows. They were also allowed into the cockpit to spend some time with the pilots to discuss the avionics, the Coast Guard and whatever sparked their interest. Capt. Gerry Hartmann of Squadron 92 coordinated a flight. Hartmann, a United Airlines pilot, Hartmann was on his own flight for the airline at the time and radioed in on a pre-coordinated frequency to wish the crew members a safe, enjoyable excursion.

NorCal Group 5's Ray Spengler Earns Double Master Certifications

*By Capt. Steve Taylor
Public Affairs Officer, NorCal Group 5*

Lt. Col. Raymond F. Spengler Jr., commander of NorCal Group 5, has been accredited as a master certified flight instructor by the National Association of Flight Instructors while also earning accreditation as a master ground instructor -- a rare combination of distinctions.

Of about 91,000 certified flight instructors in the U.S., fewer than 600 have earned the master designation.

Spengler is one of only 44 California aviation educators who have earned this prestigious title and one of only 19 worldwide to hold both the MCFI and MGI accreditations.

The master certified flight instructor accreditation recognizes Spengler's efforts regarding dedication to the art of flight instruction and places him among an elite group of flight instructors in the U.S.

The master instructor designation is a national accreditation earned by candidates through a rigorous process of continuing professional activity and peer review. "The flight instructor is where the rubber meets the runway," said Marion Blakey, former Federal Aviation Administration administrator. "The master

instructor accreditation singles out the best that the right seat has to offer."

Spengler first joined the Civil Air Patrol in 1965 in Clearwater, Fla., and took his first cadet orientation ride in an L-16 trainer a year later. He returned to CAP in 1999 and served as the deputy squadron commander for the Florida Wing's 8089th MacDill Air Force Base Squadron.

He has been active in the emergency services, communications and counterdrug operations fields and has earned the Meritorious Service Award, several Commanders' Commendations and the Paul E. Garber Award.

In addition to serving as NorCal Group 5 commander, Spengler is a CAP command pilot, chief check pilot and mission check pilot with more than 3,800 hours. He is an active incident commander with more than 360 missions and more than 110 personal finds. He is a graduate of the U.S. Air Force Search and Rescue School in Yorktown, Va., for incident commanders.

Spengler is president of Skypark Aviation in Sonoma, Calif., and has been the chief flight instructor for Cessna Pilot Center flight schools in



Florida and California since 2003. He also holds certified flight instructor -- instrument, multi-engine instructor and "Gold Seal" instructor ratings and is a certified trainer for Cessna aircraft with more than 1,300 hours in the G1000 "Glass Cockpit" aircraft. In addition, he is an FAA aviation safety counselor and serves as a FAA Safety Team representative for the agency's Sacramento Flight Standards District Office and a board member of the Napa Pilot's Association. NAFI is dedicated to providing support and recognition for America's aviation educators while helping them raise and maintain their level of professionalism. It is also committed to providing a safe, effective learning environment for student pilots.

An Interview with two seasoned Fallbrook Pilots

By Capt. James Pederson, Public Affairs Officer, Fallbrook Squadron 87

Capt. James Pederson recently discussed the flying activity of pilot's Maj. James Redmon and Capt. Dale Hetrick:

JP: I believe that you both have just completed flying a Search Mission in the Banning Pass.

Redmon: That's correct. We were tasked to fly the area South of I-10 in the Banning Pass, in particular the Santa Rosa mountain area. Since the flight of the missing aircraft departed Bermuda Dunes and was destined for Chino, that would be a logical route of flight.

JP: Could you tell me a little about the search?

Hetrick: Well, if you are familiar with the Banning Pass you know that it is a relatively narrow opening with high mountains on both sides. This makes for a very narrow space for the winds to get through. Hence you can expect

high winds and a lot of turbulence.

Redmon: After searching the lowest elevations we concentrated our search on the mountain. Because of its high and steep terrain, we started at the

top searching west to east at a fixed elevation. Then dropped down 500' and searched east to west. We continued this search pattern until we were, once again, at the lower elevations.

JP: As I understand it, Jim was the designated pilot and Dale the observer, is this correct?

Hetrick: Yes that is correct, but Jim and I have flown together so much that we are very confident in each other's abilities and we reverse roles when it makes sense to do so. For example, when

flying the pass from west to east, I'm on the right side of the plane with an obstructed view of the terrain. However, when flying east to west, it's practically impossible to do any meaningful

Continued . . .



L to R – Capt. Dale Hetrick and Major Jim Redmon.

Fallbrook Pilots

Continued . . .

searching because of the necessity of looking across the plane. In those situations I usually fly to permit Jim to do the looking.

JP: Have the two you ever had any really bad experiences in your flying with CAP?

Redmon: Yes, we had one experience that wasn't really a bad experience but it did get our undivided attention.

JP: What was that?

Redmon: We were searching for an aircraft that departed Arizona reroute to San Diego and had not arrived. During the search, the weather began to deteriorate and we had to terminate the search. We contacted Los Angeles Center and requested an instrument clearance to Carlsbad/Palomar. We received the clearance and climbed to 9,000 ft. When we reached Vulcan Mountain, an area that has had numerous aircraft crashes; we suddenly began rapidly accumulating a heavy load of ice on the aircraft. This was somewhat of a surprise since our weather briefing did not forecast icing for our route of flight. Anyway, we beat

a hasty retreat back the way we had come. After ensuring we were clear of the mountains, we requested a lower altitude from center and the ice melted. We re-filed our flight plan for a route further south and at a lower elevation, making it back to Fallbrook without any further incidents.

JP: How about you Dale, was this one the worst?

Hetrick: Well, an unexpected load of ice- which was getting heavier by the minute- does become a major concern. However if danger is your criteria, I believe our search for Steve Fossett ranks right up there.

JP: Why is that?

Hetrick: Because of our qualifications- primarily Jim's- we were assigned to search the top of the highest mountain in the search area. In order to do this we had to fly at 14,000' while searching a relatively large area. We soon learned that even at 15,000 feet we were frequently barely able to achieve the required height above the ground. Fortunately, the weather was good so visibility was great. However, after completing our mission,

we both breathed a big sigh of relief that we hadn't had any engine problems because the alternate landing sites were non-existent.

JP: How about memorable missions?

Redmon: The one that comes immediately to mind is one where we were conducting a search in a desert area and spotted two people who appeared to be in distress. We immediately radioed ground personnel who picked them up and transported them to the hospital, possibly saving their lives. For this, CAP National Headquarters gave us recognition for "Outstanding Humanitarian Service"

JP: Thank you both very much.



Searching in *Banning Pass*

1st Lt. Matthew Scherzi

Photo Credit 1st Lt. Matthew Scherzi



Flight crew prepares to launch on a sortie.

At about 1400hrs on the afternoon of Thursday, February 7, the California Wing was notified concerning a possible

missing aircraft. Upon receiving the alert from the AFRCC, Incident Commander Major Robert Keilholz opened a SAR Mission.

Following the alert from AFRCC the first CAP aircraft was launched within 45 minutes, closely followed by a second. The two flight crews searched until their effectiveness was curtailed by darkness. Ground search and mission operations continued until

0100 on Friday.

At the start of the mission there were no unresolved emergency beacons in the area.

The missing aircraft was a Cessna 340A, FAA registration N345J, with four persons onboard. It was described as white with a thin blue stripe alongside the fuselage. This type aircraft is a twin-engine, pressurized 5 passenger plus pilot small business aircraft. It has a maximum range of over 1,000 miles, maximum airspeed of 244 knots and a service ceiling of 29,800 feet.

The initial report was that two aircraft were missing

Continued...



CAP aircraft prepares to depart Hemet Base.



CAP Cadet working communications at Search Base.



Talking with CAP Search Aircraft while Capt. Roy Hoffhienz plots information on the computer.

Banning Pass

Continued . . .

together, however subsequent investigation discovered that the second aircraft was in a hangar in the Chino Airport, where the flight had originated. It was determined that the two people missing thought to be onboard this particular aircraft had actually joined two others in the missing Cessna 340A.

The missing aircraft had reportedly left the private Bermuda Dunes Airport around 1200 on Saturday, 2 February, 5 days before they were reported missing. The last known position was in the Banning Pass about 10 minutes after take-off, at approximately 6,000 feet MSL. Radar coverage is sporadic in the Pass due to terrain.

The missing aircraft was not on a flight plan. The search mission was initiated after a family member reported one of those aboard as a missing person. The investigation led to a second missing person and then the missing aircraft.

The pilot told a witness at Bermuda Dunes that his intention was to fly to Chino Airport. He said he would fly the Pass, cross over the terrain and shoot an instrument approach into the Chino Airport.

Agencies also involved assisting with intelligence were the San Bernardino and Riverside County Sheriff Offices, as well as the Chino, Fullerton and Ontario Police Departments. Helicopters from the two Sheriff's agencies also did an initial route search Thursday.

The search continued early on Friday. A mission Base was opened at the Ryan Hemet Composite Squadron 59 Headquarters building at the Hemet Ryan Airport. Aircraft were launched by 0700 to take advantage of the changing light conditions.

By 0830 5 aircraft were operating out of the Base and 37 members were working the mission.

There had been a heavy snow storm on the night of the 2nd . The snow level was still down to about the 4,000 foot level at the activation of the mission on the 7th. A warming trend on Friday melted some of the snow, raising the snow level to about 4,500 feet.

There were two sightings of possible wreckage on Friday. Follow-up was done by both CAP and the Riverside Sheriff. Neither of these were the missing Cessna.

Based upon the last known position and direction of flight Major Kielholz kept one search aircraft in that grid almost continuously, and limited the search time per sortie to two hours in grid for maximum search effectiveness. A replacement aircraft was airborne and ready to take the grid hand-off with a 15-minute buffer for safety. Due to the proximity of the Mission



Capt. Rich Lovick and 2nd Lt. Rich Rebenstorff work communications.

Base to the Last Known Position en-route time was short, and crews were fresh upon entry. Route searches and standard grid searches were also being accomplished. This would continue on Saturday as well.

As of midnight Friday flight crews had flown 17 sorties totaling over 41 flight hours in the search area.

Saturday morning was another warm day, which would raise the snow-line further as the day went on. Shortly after the Base opened there were 10 aircraft and 37 members on the mission. 4 cadets were assisting Base Staff with communications operations and also access to/from the secure flight line. Three additional cadets were en-route from Los Angeles to work as a Ground Team under Captain John Savage.

Investigators from the Chino Police Department arrived to be briefed by IC Kielholz and ICT Shane Terpstra. In addition to our search mission Chino Police had a concurrent Missing Persons Investigation.

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Cadets “Meet” Adopted Plane with Brushes and Buckets

By 1st Lt. Joel L. Mehler, Public Affairs Officer, Squadron 84

Finally! The sentiment of relief and excitement was universal among the dozen cadets and senior members of Civil Air Patrol Squadron 84 who attended their first Adopt-A-Plane event in March at the Joe Davies Heritage Airpark at Palmdale Plant 42.

After two consecutive “rainouts” earlier this year, the Edwards AFB CAP squadron was at last able to greet the desert morning sun with a golf cart replete with various cleaning tools in preparation for the inaugural cleaning of the T-33 Shooting Star aircraft it recently selected from the City Of Palmdale’s Adopt-A-Plane program.

One of the latest additions to Palmdale’s volunteer program, the T-33 was in “surprisingly clean condition even before we got started sprucing it up”, remarked Deputy Commander of Cadets, Kristina M. McDonald.

“We had a great time working with the cadets and teaching them how to clean the different areas of the T-33. The windshield requires a little different cleaning method than the wings and the nose areas. The cadets learned a great deal about the aircraft itself and how to care for it properly so the visiting public can appreciate what a special aircraft it truly is”.

While a couple of cadets armed themselves with hoses



C/SMSGT. Russell McCullough, left and C/2nd Lt. Alec Mehler get airborne to carefully clean the T-33 aircraft that Squadron 84 was assigned as part of the City of Palmdale’s Adopt-A-Plane program.

and brushes, others worked their push brooms up and down the asphalt base area surrounding the recently restored T-33, discarding trash, weeds and a few larger rocks, keeping the safety of visitors and the general aesthetic appearance of their displayed aircraft in mind.

“When you view the plane as you drive down (Rancho Vista Boulevard), your first impression naturally includes the landscape around the plane”, said Cadet 2nd Lt. Alec S. Mehler, the squadron’s Cadet Commander. “You may live inside a beautiful home, but most people who drive past your home will only

see the exterior lawn and paint condition. We adopted a terrific plane, so we wanted to make sure it was nice to look at inside and out”.

The local organizations and businesses that participate in the Adopt-A-Plane program at the Joe Davies Airpark agree to donate about 90 minutes of their time one Saturday morning each month. Squadron 84 actually completed their “adoption” paperwork this past December, but the winter’s rains and a scheduling conflict prevented the Civil Air Patrol group from meeting their obligation with the city until this month.



Cadets from Bakersfield Composite Squadron 121 lead the opening ceremonies at the "Warbirds in Action" air show, Minter Field (Shafter), 19 April, along with local Jr. ROTC members. Left to right: C/SrAmn Brad Frizell, CAP Squadron 121; Air Force Jr. ROTC C/Amn Frankie Gomez, Bakersfield High School; Marine Jr. ROTC C/Capt Brian Randall, North High School; Jr. ROTC Navy C/Ensign Aric Davila, West High School; Jr. ROTC Navy C/Lt. Samuel Fosdick, West High School; C/SSgt. Grayson Stewart, CAP Squadron 121; C/TSgt Cyrus Romance, CAP Squadron 121; C/A1C Daniel Frizell, CAP Squadron 121. Note aircraft doing flyby, right.

CAP Cadets Lead Off Minter Field Air Show

The Color Guard from Bakersfield Composite Squadron 121 led off the action at the annual "Warbirds in Action" air show at Minter Field (Shafter Airport) on April 19. Junior ROTC cadets from the Bakersfield area were also part of the opening ceremonies, carrying service flags.

Minter Field -- now Shafter Airport -- was one of several Army Air Corps training fields in Kern County during World War II. Many women pilots who flew transport and ferry flights were trained there. The museum on the airport, which now serves the city of Shafter, northwest of Bakersfield, houses numerous vintage aircraft and records from the Army Air Corps operations which began in June of 1941. The field was named in honor of First Lieutenant Hugh C. Minter, a member of the locally prominent Minter family.

Squadron 121 has traditionally supported the air show, a

key fundraising project of the museum. The cadets and senior members helped with flight line duties, moving aircraft, trash detail and a number of other tasks. Ten seniors and 12 cadets -- including the Color Guard members -- were part of the day-long activities. They included CAP Group 6 Commander Lt. Col. Alan Ferguson, along with Squadron 121 seniors Lt. Col. Dave Mish, Capt. Larry Turoski, Lts. Pam Romance,

Ricardo Ybarra, Mike Lynch, Samantha Lack and Chris Bagdikian, and Senior Member Miguel Dominguez. Cadets included C/CMSgt. Nathan Schuler, C/SMSgt. Jessica Waldrop, C/TSgt. Cyrus Romance, C/SSgt. Grayson Stewart, C/SrAmn. Brad Frizell, C/A1C. Daniel Frizell, C/AB. Jason Skiby, C/Amn. Justin Moore, C/Amn. Estephania Ybarra, C/Amn. Priscilla Ybarra, C/AB. Edgar Romero and C/AB. Richard DeLeon.

Tel-Tec Security of Bakersfield, a strong supporter of Squadron 121 also made a donation to the air show on behalf of itself and the squadron.



Left to Right -- C/SrAmn. Brad Frizell; C/TSgt. Cyrus Romance; C/SSgt. Grayson Stewart; C/A1C Daniel Frizell

FIRESTORM 2007

*By C/SSgt. Matthew Shope,
Los Alamitos Squadron*

Imagine yourself, waking at three in the morning to the sound of your Blackberry buzzing. The buzzing persists, so you grab it and realize it is an important email. It is a REDCAP email, asking for all available resources to help staff a mission base. It is a “Call to Action” from the United States 1st Air Force.

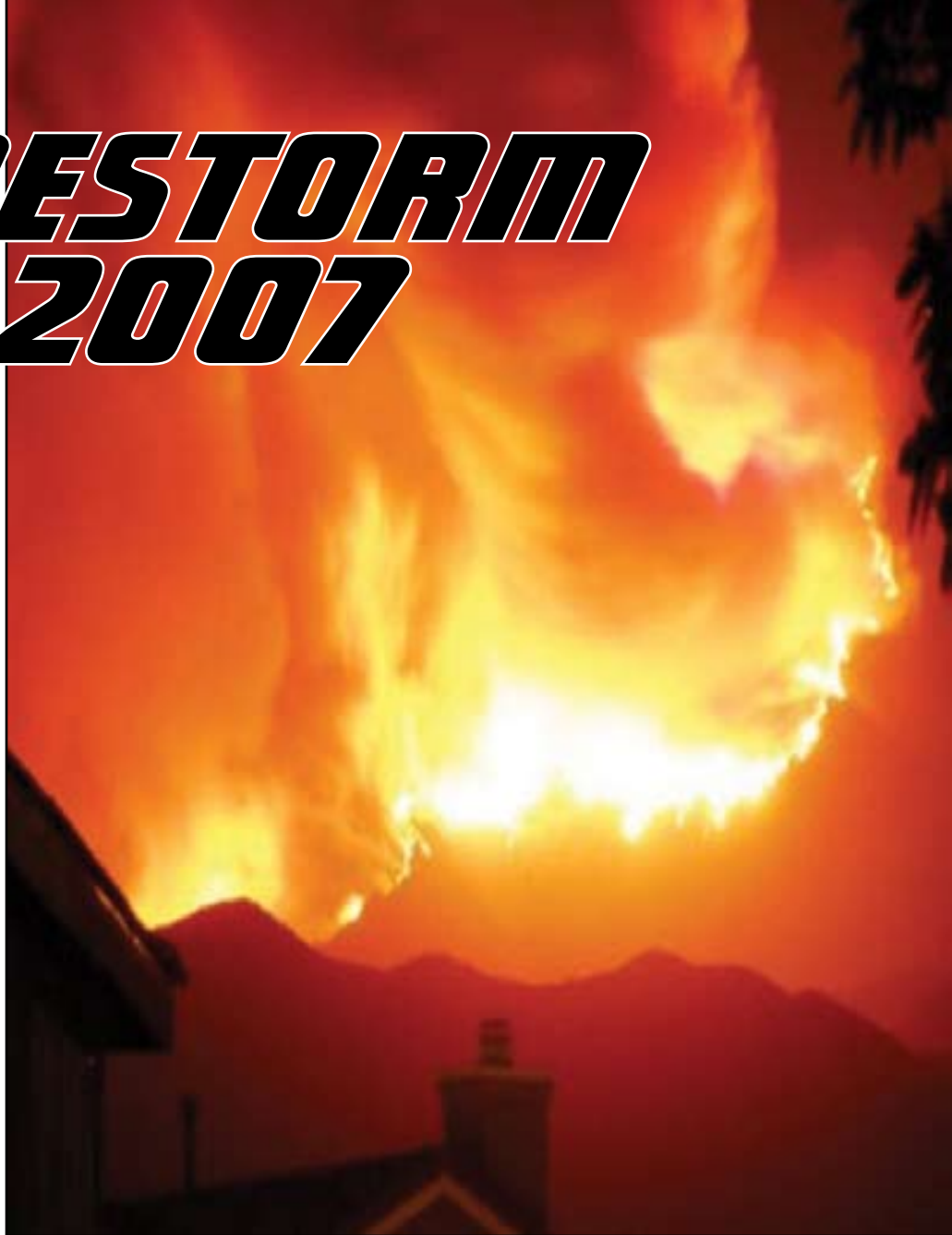
This was not a dream but a reality to me during the wee morning hours of October 27, 2007. I was awakened by the noise of my grinding BlackBerry. This particular email was not the usual request for an Urban Direction Finding team to go turn off an Emergency Locator Transmitter at the local airport, but a request for resources to open and man a Mission Base in order to provide the 1st Air Force with photo reconnaissance, damage assessment, and victim evacuations. Even though I was exhausted from working a twelve hour shift at the Governor’s Office of Emergency Services the night before, I knew I had a job to do.

I immediately woke, trying to convince myself I was not dreaming. After making a brief call to the Incident Commander, I was signed into my first actual mission. Quickly, I threw on my Battle Dress Uniform, grabbed

my flight bag, and had my loving mother drive me to Fullerton Municipal airport where I had agreed to rendezvous with the aircrew for the flight down to San Diego. The drive to the airport probably took twenty minutes, but with all the excitement it seemed like five. When I pulled into the deserted parking lot at 0340L, 1st Lt. Tolga Tarhan and 1st Lt. Rick Woods were just rolling up in their car too. It was obvious they were on a mission. I had not realized the severity of

the situation until seeing their solemnity. One’s personality and maturity is greatly shaped during times of tribulation.

After gathering their gear, the two pilots broke into a jog with me on their heels. We performed a quick but thorough preflight inspection of our Cessna 182 that magically glimmered in the moonlight. We were in mission mode. Only forty minutes after receiving the Call to Action email, I was hearing the words “Cap flight 443 wheels up at



The wall of fire (photo from an internet source).

0400 local.”

The pre-dawn flight took us across Mount Santiago towards San Diego. Flames from the relentless fires could be seen in almost every direction. The devastation was apparent even in the dark. Due to the fires, our valuable Santiago VHF repeater was inoperable, making communications difficult. That morning, there were still at least sixteen fires burning; they were fueled by the dry brush and relentless Santa Ana winds.

When we finally landed at Gillespie field, the sun was just beginning to peer over the mountain range to the East. We were welcomed by Major Robert Keilholtz with a scrupulous McDonald's breakfast (an order that was placed in the air via aircraft radio) and directed to the location of our mission base. Twenty minutes later other aircraft and personnel began to arrive and the communications room was setup in the Pilot's lounge of the field's FBO.

By 0830L the base was complete with an incident command room, pilot's briefing room, and communications room. That's when the team of 30 assembled inside for the initial mission briefing lead by Incident Commander 1st Lt. Tolga Tarhan.

Our first sortie was launched by 1000L with tasking involving photo recon damage assessment with secondary tasking which involved watching for trapped victims on mountain tops or other areas not easily accessible by ground vehicles. At one

point, all eight mission aircraft were airborne, photographing their targets. After awhile, the mission logboard began to fill up. Every sixty minutes an “Ops Normal” roll call

would be conducted and Major DiMento, the Communications Unit Leader, and I would swap shifts. I realized that in a situation like that, you must keep calm to perform your job efficiently.

Around 1400L things began to slow down. The aircrews began to stagger in, hungry for lunch but with a sense of satisfaction of a job well done. Approximately 1500L Mission Base Gillespie closed for the day. Just like in the morning, the team found their way to the main lobby for a final debriefing by Lt. Tarhan.

On October 23, 2007 the state of California was declared a Presidential Disaster area because of the numerous firestorms that devastated Southern California. Two of California's own members had to be evacuated from their homes because of the destructive fires along with 900,000 other civilians by the evening of October 23rd. In the end fourteen people lost their lives and 2,000 homes were destroyed by the ruthless fires. Many organizations stepped in and helped. These organizations included the American Red Cross, FEMA, Department of the Interior,



Cadet Matthew Shope prepares for his flight during a mission in support of the firestorms of 2007.

Department of Transportation, United States Forest Service, United States Army Corps of Engineers, Department of Health and Human Services, and other local agencies. The California Wing of the Civil Air Patrol joined the fight on October 23, 2007 by providing staff for the Governor's Office of Emergency Services. Shortly thereafter, our scope of operations broadened by flying photo recon sorties that were either launched from remote bases or launched from Mission Base Gillespie in El Cajon, CA. In total, 30 trained members flying eight Cessna 182 corporate aircraft accomplished their mission. The California Wing proved what a valuable asset the Civil Air Patrol really is.

It is during missions like these that CAP members can show their loyalty to their community, state, and nation. Major Joe DiMento and Captain Robert Keilholtz couldn't have illustrated this better. Even after being evacuated from their homes, they continued to assist on this important mission.



Flying Glass

*By Capt. Jon Stokes, Commander
Group 1, Los Angeles*

California Wing G1000 Aircraft Mission Tested

It's a cool September morning in the Owens Valley of California as pilots, observers and scanners head to their aircraft following the morning briefing. Most head to their conventional Cessna 182 aircraft but you are one of the lucky few who head to their new Cessna 182T models equipped with the new Garmin G1000 systems, affectionately known as the "glass cockpit." In the last year, three new G1000 equipped aircraft were delivered to the California wing and all three are flying in support of the search for Steve Fossett. This is the first large scale search involving these new aircraft in

the wing and all have performed exceptionally well.

To the untrained eye, the newer aircraft on the ramp appear the same as their older counterparts with the exception of the three bladed propeller and bright chrome spinner. Crewmembers immediately recognize the difference and the new aircraft still garner a certain amount of curiosity as to what the future of CAP flying is all about. There can always be found a few members who have never seen one and are seen enviously peaking in the windows and asking "What is that?"

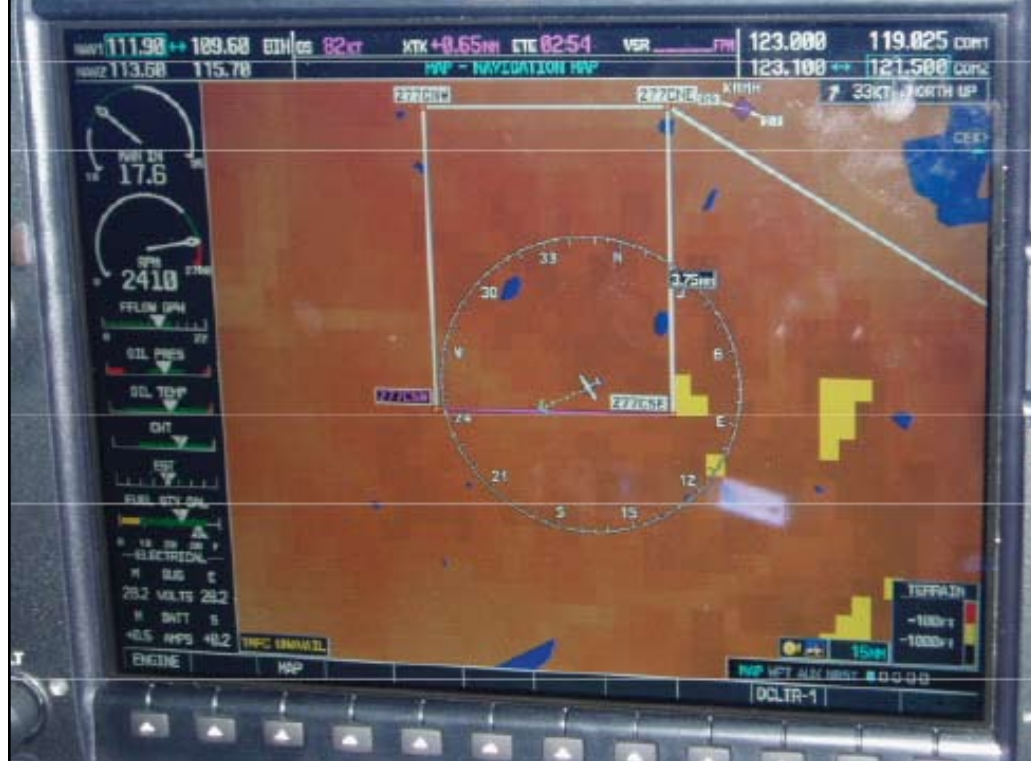
As the specially trained G1000 crewmembers prepare to

fly their mission, their preflight preparations are much more involved than that of their older counterparts. Fuel is drained from multiple locations on the wings and fuselage to check for water condensation in comparison to only two locations with the conventional C-182. When your weight and balance is completed, you realize that the empty weight of the aircraft is 200 pounds heavier than a conventional C-182 so extra attention must be given to how much equipment you bring along, the weight of crewmembers and the potential for density altitude issues. The pilot follows a much more extensive preflight checklist that includes checking backup batteries and fuel pumps before yelling "CLEAR" and turning the starter. Starting the fuel injected engine almost requires three hands on the starter, mixture and throttle but once you've mastered the process, it becomes fairly simple.

As the two brightly lit display screens come alive, you quickly realize that this isn't your father's C-182. Almost everything on the



panel is different with the exception of the three backup “steam” gauges for altitude, airspeed and artificial horizon that are so far down on the panel you almost don’t see them. Before startup, the two displays which are orientated to the left to allow better viewing and access from the left seat appear identical but once the power is turned on, the screens appear much different. The Primary Flight Display (PFD) on the left provides the mission pilot with all the basic instrumentation including airspeed indication, altimeter, heading, rate of climb, course deflection indicator as well as the means to input primary and secondary communication and navigation radio frequencies and transponder codes. There are so many functions of the PFD that pilots are continuing to find new functions that they weren’t aware of before, flight after flight. The Multi Function Display (MFD) on the right isn’t centered over



the observer control station but slightly to the left but is still easily accessible to the observer. This display is used to display engine instrumentation, GPS data and maps, weather, terrain and traffic avoidance information along with the same communication and navigation frequency information as the PFD.

As the pilot is continuing through the checklists, the observer is preparing for the mission by inputting the proper

frequencies into the Technisonic FM radio, ensuring that the Becker direction finding equipment is properly set and inputting proper waypoint information into the MFD. Unlike the GX-55, the GPS unit in the G1000 does not have pre-programmed CAP grid information so grid corners must manually be programmed in through the User Waypoint entry process and then those waypoints programmed as a flight plan. This will give you a direct route line to your grid corner of entry and a nice box with which to fly in. It sounds more complicated than it is and takes only about 10 minutes to program everything once you’ve done it a time or two. Crew Resource Management (CRM) is essential between the mission pilot and the observer as both have distinct responsibilities and need to allow each other to share in the mission responsibilities so neither, especially the mission pilot, becomes overwhelmed.

As the aircraft turns onto

Continued . . .



Flying Glass

Continued . . .


the active runway and power is applied, it feels much like a conventional C-182, just a bit heavier, but once airborne, it flies superbly. The systems come alive and are all in the green and you are heading to your search objective knowing that you, your crew and aircraft are a finely tuned entity of one. You follow your large GPS display on the MFD to your treacherous grid in the mountains, well above 12,000 feet. You were told this at briefing and during preflight, made sure that your oxygen bottle was full, your cannulas were attached and within easy reach and you remember that you set the flow meter for your oxygen for the proper altitude. As you climb through 13,000 feet, you are still climbing at 1,100 feet per minute and are impressed by the climb rate at this altitude. Winds buffet your airplane and you begin to look for an escape route out of the mountainous area as you were instructed in your mountain flying training, just in case.

With 10 aircraft involved in today's search, good communications is essential. Unlike the conventional C-182, your aircraft is equipped with two communications panels, one for the pilot and one for the observer, to chose which frequencies and radios will be used and monitored. Up to three frequencies can easily be monitored simultaneously (two airband and one FM) by each without interfering with one another. On today's flight the observer can easily monitor and transmit on both

a CAP FM frequency and an air-to-air airband frequency with the press of a single button on the communication panel without interfering with the pilot's communication with ATC.

As your observer scans the hillsides and canyons below, something is seen that may be of interest to mission planners and the exact location must be noted. Merely pressing the "Range" button on the MFD momentarily freezes the cursor and displays the latitude and longitude of that point so it can be noted and reported later.

After over three hours in your assigned grid, the base has directed you to return to base and you hit the "Direct To" button on the MFD and input the designator for base. The Estimate Time Enroute (ETE) is clearly displayed on the MFD and relayed to base. You are disappointed that you did not fulfill your objective but know that you and your crew met the mission requirements of thoroughly searching your assigned grid. As you enter the landing pattern, you are thankful for this fine airplane and look forward to sharing with other pilots the lessons you have learned.

On September 4th through the 6th and 10th through the 12th, Maj. Craig Gallagher (CA-001) and Capt. Jon Stokes (CA-070) flew 30.6 hours in support of the search for Steve Fossett, based out of Bishop, California. 14.9 of those hours were flown in the C-182T (N887CP) based in Torrance, California. 

Banning Pass

Continued . . .

Flight and ground operations continued throughout the day on Saturday. At around 1400 hours a CAP aircrew reported possible wreckage near the Last Known Position. The Riverside Sheriff's helicopter was once again sent in to check it out. This particular sighting was also a false target, but as they were departing the area the helicopter crew spotted a small bit of debris about one half mile away. They saw what looked like a window frame from a pressurized aircraft. This was determined to be from the missing aircraft. At this time, as per procedure, the search was turned over to the Riverside County Sheriff.

The wreckage was located starting on one side of a ridge at the 4,800 foot level. According to the NTSB, the wreckage was "extremely fragmented and scattered throughout thick vegetation", and "the wreckage distribution path extended over the peak and down the slope on the northern face of the ridge. It was approximately 130 yards in length".

At 1730 a "No Further Assist" was put out on the CAP portion of the mission.

All four persons aboard perished in the crash. 